Amendments to the Drawings:

The attached twelve (12) replacement sheets of drawings include changes to FIGS. 1-5 and 6-18. These sheets, which include FIGS. 1, 2, 3-4, 5-5a, 6, 7, 8-9, 10-11, 12-13, 14, 15-16 and 17-18, replace the original sheets including FIGS. 1, 2, 3-4, 5-5a, 6, 7, 8-9, 10-11, 12-13, 14, 15-16 and 17-18. In FIGS. 1-2, the fly ring has been identified with the reference numeral 199, in FIGS. 3-6, the fly ring has been identified with the reference numeral 299, in FIGS. 7-9, the fly ring has been identified with the reference numeral 399, in FIGS. 10-11, the fly ring has been identified with the reference numeral 499, in FIGS. 12-13, the fly ring has been identified with the reference numeral 599, in FIG. 14, the fly ring has been identified with the reference numeral 699, in FIGS. 15-16, the fly ring has been identified with the reference numeral 799, and in FIGS. 17-18, the fly ring has been identified with the reference numeral 899.

Attachment: Twelve (12) replacement sheets of drawings

REMARKS/ARGUMENTS

The claims are 1-5, 7-26, 28, 30-33.

Claim 1 has been amended to incorporate subject matter previously appearing in claim 4 and, accordingly, claim 4 has been amended in view of the amendment to claim 1. Claim 3 has been amended to incorporate the subject matter of claims 5 and 6. Accordingly, claim 6 has been canceled.

Claims 27 and 29 have been canceled in favor of new claims 32 and 33, respectively. New claim 33 also incorporates subject matter previously appearing in claim 9. Claims 28 and 30, which previously depended on claim 27, have been amended to depend on new claim 32, and claim 31 has been amended to depend on claim 30. In addition, claim 14 has been amended to depend on claim 13. Claims 1-5, 7-23, 25, 28 and 30-31 have also been amended to

improve their form or to delete reference numerals. The drawings have been amended to identify the fly ring with reference number 199 (FIGS. 1-2), 299 (FIGS. 3-6), 399 (FIGS. 7-9), 499 (FIGS. 10-11), 599 (FIGS. 12-13), 699 (FIG. 14), 799 (FIGS. 15-16), and 899 (FIGS. 17-18), and the specification has been amended to refer to these reference numbers and to correct a typographical error. Reconsideration is expressly requested.

The drawings were objected to under 37 C.F.R. 1.83(a) as failing to show the fly ring recited in the claims. In response, Applicant has amended the drawings to identify the fly ring with the reference number X99 (199, 299, 399, 499, 599, 699, 799 and 899, respectively, in FIGS. 1-2, 3-6, 7-9, 10-11, 12-13, 14, 15-16, and 17-18). The fly ring X99 is identical to the free spring plate or flyer X37 (137, 237, 337, 437, 537, 637, 737, and 837, respectively). The specification has been amended to refer to the reference numerals and to correct a typographical error on page 15 noted by the Examiner. It is respectfully submitted that

the foregoing amendments overcomes the Examiner's objection to the specification and the objection to the drawings under 37 C.F.R. 1.83(a), and Applicant respectfully requests that the rejection on that basis be withdrawn.

Claims 10, 27 and 29 were objected to on the basis of certain informalities as set forth on page 4 of the Office Action and claims 1-31 were rejected under 35 U.S.C. 112, second paragraph, as being indefinite for the reasons set forth on pages 4-5 of the Office Action. In response, Applicant has canceled claims 27 and 29 in favor of new claims 32 and 33, respectively, and has amended claims 1-5, 7-23, 25, 28 and 30-31. Claim 6 has also been canceled.

With respect to claim 16, the recitation that the plate "varies in the axial direction" is intended to denote that the plate is nonplanar and waves back and forth in the axial direction. A comparison of FIGS. 10 and 11 or FIGS. 12 and 13

shows that in the region of the friction element 443, 543, the plate 425, 525, has a different axial location at the two cross-sections shown in these Figures. The same is true with respect to claim 21, which like claim 16, has been amended to specify a "nonplanar" frictional surface.

With respect to claim 19, the recitation of a "normal vector" of the frictional surface refers to general principles whereby any plane may be defined by one single point and its normal vector with the normal vector standing perpendicular on that plane.

With respect to claim 20, the recitation that the frictional surface "is aligned essentially axially" is directed to the idea that the frictional surface lies in a plane that is perpendicular to the rotational axis of the dual mass clutch flywheel.

In any event, Applicant has amended these claims for clarification purposes.

It is respectfully submitted that the foregoing amendments and explanations overcome the Examiner's objections and rejection under 35 U.S.C. 112, second paragraph, and Applicant respectfully requests that the objections and rejection on these bases be withdrawn.

Claims 1-31 were rejected under 35 U.S.C. 102(b) as being anticipated by *Kono et al. U.S. Patent No. 6,371,857.*

This rejection is respectfully traversed.

As set forth in claim 1 as amended, Applicant's invention provides a dual mass clutch flywheel that is able to rotate about a main axis of rotation and includes two masses and a torsional

vibration damper, which is capable of damping rotary vibrations using a spring-damper device acting between the two masses. The dual mass clutch flywheel includes a spring system and a damper system, wherein the spring system applies less than 20% of the maximum friction of the spring-damper device compared to the damper system. It is respectfully submitted that *Kono et al.* fails to disclose or suggest a dual mass clutch flywheel wherein the spring system applies less than 20% of the maximum friction of the spring-damper device compared to a damper system of this spring-damper device.

Accordingly, it is respectfully submitted that amended claim 1, together with claims 5 and 7-26 which depend directly or indirectly on claim 1 as amended, are patentable over *Kono et al.*

As set forth in claim 2 as amended, Applicant's invention provides a dual mass clutch flywheel that is able to rotate about a main axis of rotation and includes two masses and a torsional

vibration damper, which is capable of damping rotary vibrations using a spring-damper device acting between the two masses. The flywheel includes a spring system and a damper system with the spring system having rectilinear springs which are guided by hold-down devices radially to the main axis of rotation.

In contrast, the springs of *Kono et al.* are curved springs as may be seen in FIGS. 1 and 4 of *Kono et al.* Accordingly, it is respectfully submitted that claim 2 is patentable over *Kono et al.* as well.

As set forth in claim 3 as amended, Applicant's invention provides a dual mass clutch flywheel that is able to rotate about a main axis of rotation and includes two masses and a torsional vibration damper, which is capable of damping rotary vibrations using a spring-damper device acting between the two masses. The flywheel includes a spring system and a damper system wherein in a load-free condition, both masses are able to rotate in an

idling position about the main axis of rotation, and in a loaded condition are able to rotate against the spring-damper device about the main axis of rotation, offset by a relative angle to each other. The spring system and the damper system of the spring-damper device are arranged on different radii of the main axis of rotation and the damper system is arranged radially outwards of the spring system.

In contrast, the damper system of *Kono et al.* is radially inwards. Accordingly, it is respectfully submitted that *Kono et al.* fails to anticipate Applicant's dual mass clutch flywheel as recited in claim 3 as amended.

As set forth in new claim 32, Applicant's invention provides a method for manufacturing a clutch flywheel in which one steel plate is provided and a plurality of plates of dual design for transmitting torque from one of two masses to a spring-damper device is manufactured from the one steel plate.

As set forth in new claim 33, Applicant's invention provides a method for manufacturing a dual mass clutch flywheel in which a steel plate is provided and a flying spring plate and a primary side or secondary side plate for transmitting torque from one of two masses to a spring-damper device is manufactured from an identical region of the steel plate. The flying steel plate is made up of identical material, with the same strength to that of the primary side or secondary side plate which transmits torque from one of the two masses to the spring-damper device.

It is respectfully submitted that *Kono et al.* fails to disclose or suggest a method for manufacturing a dual mass clutch flywheel wherein a plurality of plates of dual design for transmitting torque from one of two masses to a spring-damper device is manufactured from one steel plate or wherein a flying spring plate is made up of identical material, with the same strength to that of the primary side or secondary side plate which transmits torque from one of the two masses to the spring-

damper system.

Accordingly, it is respectfully submitted that new claims 32 and 33, together with claims 28, 30 and 31 which depend directly or indirectly on claim 32, are patentable over *Kono et al.*

Claim 9 which is dependent on claim 1 also recites that the flying spring plate is made up of identical material, with the same strength to that of the primary side or secondary side plate which transmits torque from one of the two masses to the spring-damper system. Accordingly, it is respectfully submitted that claim 9 as amended it patentable over *Kono et al.* for this additional reason.

Claim 11 is dependent on claim 10 (which in turn is dependent on claim 1) and specifies that a saddle is provided on which the springs are able to rest and be guided radially stably.

It is respectfully submitted that *Kono et al.* fails to disclose or suggest a saddle as recited in claim 11 as amended, and that claim 11 as amended is patentable over *Kono et al.* for this additional reason.

Claim 12 is dependent on claim 1 and specifies that a primary side spring plate includes a membrane. Claim 13 is dependent on claim 1 and specifies that a component of a secondary mass transmitting a torque in the direction of a primary mass is connected to a secondary plate using a riveted joint countersunk in the secondary plate. Claim 14 is dependent on claim 13 and further specifies that the secondary plate is machined on one side. Claim 16 is dependent on claim 15 (which in turn is dependent on claim 1) and specifies that the plate has a nonplanar frictional surface that varies in the axial direction in a peripheral region in which the friction element can be found. Claim 18 is dependent on claim 1 and specifies that the springs are arranged in spring arrangements having inner springs

of bulbous design. Claim 21 is dependent on claim 11 and specifies a friction device which has at least one nonplanar frictional surface having dimensions varying peripherally in the axial direction. Claims 22-24 are dependent on claim 1 and specify, *inter alia*, two wedges. Claim 25 is dependent on claim 1 and specifies a friction device with a metal ramp ring. It is respectfully submitted that the features recited in these claims further distinguish Applicant's dual mass clutch flywheel from *Kono et al*.

In summary, claims 1-5, 7-23, 25, 28, 30 and 31 have been amended, claims 6, 27 and 29 have been canceled, and new claims 32 and 33 have been added. The specification and FIGS. 1-5 and 6-18 have also been amended. In view of the foregoing, it is respectfully requested that the claims be allowed and that this application be passed to issue.

Respectfully submitted,
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FJD:cmm

Enclosure:
Appendix with twelve (12) replacement sheets of drawings

I hereby certify that this correspondence is being deposited with the U.S. Postal Service as first class mail in an envelope addressed to: MAIL STOP AMENDMENT, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on May 14, 2009.

Amy Klein

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APPENDIX